

COUNTRY East Germany Approved For Release 2002/07/23 : CIA-RDP80-00810A000900810001-2TOPIC Grossenhain Airfield25X1X EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1C25X1C DATE OF CONTENT [REDACTED]25X1C DATE OBTAINED [REDACTED] DATE PREPARED 13 March 1953REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

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25X1X ☐ 1. The following observations were made at Grossenhain airfield between 2 and 14 February 1953:

2, 3, 5 and 6 February. No air activity was conducted at the field. Usually, there was a closed cloud base and hazy weather.

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7 February. Between 11:30 a.m. and 3 p.m., 25 take-offs were made by swept-back jet fighters which remained aloft for about 5 minutes. There was a 8/10 overcast at an altitude of 400 meters and a visibility of 4 km. All the planes which were equipped with auxiliary fuel tanks flew individually. It was noteworthy that all the planes flew with extended landing gears. [REDACTED] At about 2:30 p.m., 12 swept-back jet fighters with auxiliary fuel tanks and 1 biplane were parked in front of the hangars.

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8 February. Between 10:15 a.m. and 4 p.m., air activity was performed. There was a 4/10 overcast at an altitude of about 1,000 meters and a southeasterly wind of a medium speed. Eight take-offs were made by single-engine planes and 43 take-offs by swept-back jet fighters. The latter planes remained aloft for about 8 minutes, while the single-engine planes flew for more than 20 minutes. After 9 a.m., source observed from the northern side that a MiG-15 [REDACTED] landed after a 8-minute flight and that it taxied to the west end of the runway where it turned to taxi back at the side of the runway. After the pilot was exchanged, the plane taxied to the east end of the runway, where it turned and subsequently took off. After a 9-minute flight, the plane landed and taxied to the ninth hangar seen from the west. There, it was refueled from a tank truck without trailer. When the refueling procedure was completed, a box-like device was hauled to the plane and the engine was started. Subsequently, the plane took off again.

9 February. Between 11:40 a.m. and 2:10 p.m., ten flights were made by swept-back jet fighters with auxiliary fuel tanks and with extended landing gears. There was a closed cloud base at an altitude of 800 meters and good visibility.

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10 February. Between noon and 2 p.m., aircraft took off from the runway which was free of snow. There was the same weather as on 9 February.

11 February. Between 9:25 a.m. and 4 p.m., there was air activity by MiG-15s while the sky was 6/10 overcast at an altitude of 500 meters. Visibility was limited to 2 km. It deteriorated in the afternoon. The MiG-15s mostly flew in elements of two and with extended landing gears.

12 February. Between 10:15 a.m. and 6 p.m., 43 flights were observed. In the morning, the planes flew individually and in elements of two after 2 p.m. All the planes were equipped with auxiliary fuel tanks. At 3 p.m., 21 swept-back jet fighters were parked in front of the hangars.

13 February. No air activity was observed. There was a closed cloud base and a visibility of less than 500 meters. It snowed.

14 February. Between 10 a.m. and 2 p.m., some flights were made by swept-back jet fighters which remained aloft for 15 minutes. The sky was 9/10 overcast at an altitude of 800 meters. Visibility was good.

2. In early February, a temporary building, similar to the low wooden buildings of the former Reich Labor Service, were being erected in the northern section of the field between the fuel dump and the small woods. Some communication trenches were observed near the shrapnelproof aircraft revetments south of the western end of the runway.
3. Between 2 and 6 February, no air activity was observed at the field. Usually the sky was overcast and it snowed occasionally. On 7 February between 11 a.m. and 3 p.m., individual flights were made by MiG-15s while the sky was 7/10 overcast. Flying in elements of two was practiced after 10:20 a.m. on 10 February. At 10 a.m. on 11 February, flying was performed in elements of two. The ceiling was at an altitude of 300 to 400 meters. Six MiG-15s made formation flights at 3:30 p.m. and 4 MiG-15s at 4 p.m. No air activity was observed at the field on 13 February, while the sky was overcast. On 14 February after 9 a.m., there was air activity by swept-back jet fighters, 25X1  
 One Po-2 plane was aloft.

4.  On 14 February, there was intensive traffic by trucks and sedans.

1.  Comment. Grossenhain airfield is occupied by the headquarters of a fighter division and two fighter regiments. From the observed air activity with extended landing gears it is inferred that pilots are being retrained on MiG-15s.

Confirmation is required whether these planes are stationed in Grossenhain. It is possible that aircraft from other regiments were detached to Grossenhain airfield for training of new pilots. 25X1

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